

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property Organization
International Bureau



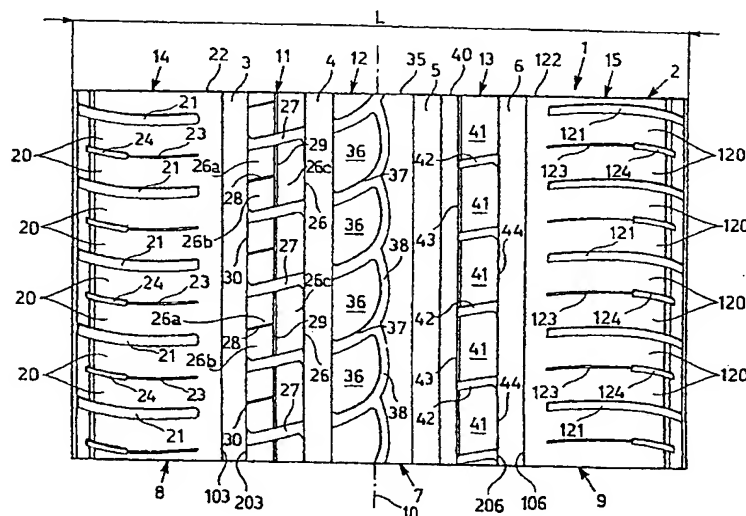
(43) International Publication Date
11 January 2001 (11.01.2001)

PCT

(10) International Publication Number
WO 01/02194 A1

- (51) International Patent Classification⁷: **B60C 11/04**, 11/11, 11/13 // 103:00, 103:04, 105:00
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- (21) International Application Number: **PCT/EP00/05994**
- (81) Designated States (*national*): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CR, CU, CZ, DE, DK, DM, DZ, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, TZ, UA, UG, US, UZ, VN, YU, ZA, ZW.
- (22) International Filing Date: **28 June 2000 (28.06.2000)**
- (25) Filing Language: **English**
- (26) Publication Language: **English**
- (30) Priority Data:
MI99A001447 30 June 1999 (30.06.1999) IT
60/155,142 22 September 1999 (22.09.1999) US
- (84) Designated States (*regional*): ARIPO patent (GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML, MR, NE, SN, TD, TG).
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- Published:
— *With international search report.*
- For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.*

(54) Title: **HIGH-PERFORMANCE TYRE FOR A MOTOR VEHICLE**



(57) Abstract: A high-performance tyre (1, 51) for a motor vehicle is provided with a tread (2, 52) comprising two deep circumferential grooves (3, 6, 53, 56) which separate a central region (7, 57) from two lateral shoulder regions (8, 9, 58, 59) provided with shoulder blocks (20, 120, 64, 164); in the tread (2, 52) the sum of the widths of the shoulder regions (8, 9, 58, 59) is equal to or less than 60 % of its overall width L, the width of each shoulder region (8, 9, 58, 59) is not less than 20 % of the overall width L, in that each of said circumferential grooves (3, 6, 53, 56) is adjacent, on the side further from said central region (7, 57), to a continuous track (22, 122, 66, 166) from which are branched transverse grooves (21, 121, 65, 165) which delimit the shoulder blocks (20, 120, 64, 164).

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ABSTRACT OF THE DISCLOSURE

A high-performance tyre for a motor vehicle includes a tread having an overall width and including first and second circumferential grooves. The circumferential grooves separate a central region from two lateral shoulder regions. The central region includes central blocks and the shoulder regions comprise shoulder blocks. Each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks. Each continuous track terminates in a continuous lateral wall of the respective circumferential groove. The continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more than a profile of a facing lateral wall of the respective circumferential groove. The central blocks are separated from each other by transverse grooves having a bottom wall with a shaped profile of variable depth.

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